II. SUMMARY

A. PROJECT UNDER REVIEW

This EIR has been prepared to evaluate the environmental consequences of approval and implementation of the SMART (Sonoma-Marin Area Rail Transit) Station Area Plan (Station Area Plan or Plan) being prepared by the City of Larkspur. SMART is a passenger train and multi-use pathway project planned to extend 70 miles from Cloverdale in Sonoma County to Larkspur in Marin County. SMART will use an existing but dormant rail corridor formerly used by Northwestern Pacific Railroad. The SMART corridor generally parallels U.S. 101 through Sonoma and Marin Counties, and will serve 14 stations when completed. The Larkspur SMART Station Area Plan will identify potential land use and regulatory changes for the area surrounding the planned SMART station that are intended to support long term SMART ridership. The Station Area Plan does not include planning for the specific SMART station or the infrastructure associated with the station; those improvements would be under the purview of SMART.

The Station Area Plan includes many components, and it identifies the anticipated type, intensity and distribution of land uses within the Plan area as established in the preferred land use scenario. It also identifies pedestrian, transit, vehicular, and bicycle access to the station and general circulation throughout the Plan area. The Station Area Plan includes design policies and standards that encourage pedestrian-friendly design to promote walkability and livability of the Plan area and infrastructure improvements that will be needed to support implementation of the Station Area Plan. Finally, the Station Area Plan identifies regulatory and policy changes to the General Plan, Zoning Ordinance, and Design Guidelines needed to implement the Plan.

B. SUMMARY OF IMPACTS AND MITIGATION MEASURES

This summary provides an overview of the analysis contained in Chapter IV, Setting, Impacts and Mitigation Measures. CEQA requires a summary to include discussion of: 1) potential areas of controversy; 2) significant impacts; 3) recommended mitigation measures; 4) alternatives to the project; and 5) cumulative impacts.

1. Potential Areas of Controversy

Comments on the Notice of Preparation (NOP), and comments raised during the scoping period, included the following issue areas: transportation; traffic and congestion; bicycle and pedestrian mobility; geological hazards; public services; biological resources; sea level rise; hydrology; land use. The NOP, comments received in response to the NOP, and a summary of the comments received at the scoping session are included in Appendix A of this EIR.

2. Significant Impacts

Under CEQA, a significant impact on the environment is defined as "…a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project,

including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." Implementation of the Station Area Plan has the potential to result in adverse environmental impacts in several environmental areas. Impacts in the following areas would be significant without the implementation of mitigation measures, but would be reduced to a less-than-significant level if the mitigation measures recommended in this report are implemented:

- Noise
- Biological Resources
- Geology, Soils and Seismicity
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Cultural Resources
- Public Services
- Utilities

3. Significant Unavoidable Impacts

Implementation of the Station Area Plan would result in following significant and unavoidable impacts:

- Implementation of the Station Area Plan would result in the addition of project traffic that would increase the average delay during the AM and PM peak hours by more than 5 seconds at Intersection #8 Sir Francis Drake Boulevard/Andersen Drive, which would operate at unacceptable LOS under Existing Plus Project Conditions and Cumulative Plus Project Conditions.
- Implementation of the Station Area Plan would add traffic greater than 1 percent of the freeway segment capacity on the two segments of northbound U.S. 101 between Tamalpais Drive and Industrial Way, resulting in a significant project contribution under Cumulative Conditions.
- Implementation of the Station Area Plan could generate air pollutant emissions that would exceed the BAAQMD criteria and could substantially contribute to a violation of air quality standards.
- Implementation of the Station Area Plan could result in a significant cumulative net increase in criteria pollutant emissions.
- Implementation of the Station Area Plan could result in GHG emissions that would have a significant impact and cumulatively contribute to global climate change.

4. Alternatives to the Project

The following alternatives were evaluated within the EIR:

- The CEQA-required **No Project alternative** assumes that the Station Area Plan would not be adopted and implemented. While the Station Area Plan would not be implemented, this alternative does evaluate the development approved by the Larkspur City Council in 2006-2007 on the Sanitary District Site (Opportunity Site 5). Development associated with the No Project

alternative would include a 64,000-square-foot hotel, 126 residential units, and 11,000 square feet of office/retail.

- The **No Larkspur Ferry Terminal Development alternative** assumes that there would be no development on the Larkspur Ferry Terminal site, but that the development identified on the other opportunity sites within the Plan area would occur. This alternative would include the following: 39,500 square feet of office space; 75,000 square feet of retail space; 620 residential dwelling units; and a 60,000-square-foot hotel.
- The **Reduced Residential Development alternative** assumes that the Station Area Plan is adopted, but that the residential uses proposed within the Plan area would be developed at the minimum density identified in the Station Area Plan of 20 dwelling units per acre. The hotel, office and retail use square footage identified in the Station Area Plan would be developed as proposed under this alternative. This alternative would include the following: 39,500 square feet of office space; 75,000 square feet of retail space; 560 residential dwelling units; and a 60,000-square-foot hotel.

5. Cumulative Impacts

Implementation of the Station Area Plan would result in the following cumulative impacts:

- Implementation of the Station Area Plan would result in the addition of project traffic that would increase the average delay during the AM and PM peak hours by more than 5 seconds at Intersection #8 Sir Francis Drake Boulevard/Andersen Drive, which would operate at unacceptable LOS under Existing Plus Project Conditions and Cumulative Plus Project Conditions.
- Implementation of the Station Area Plan would add traffic greater than 1 percent of the freeway segment capacity on the two segments of northbound U.S. 101 between Tamalpais Drive and Industrial Way, resulting in a significant project contribution under Cumulative Conditions.
- Implementation of the Station Area Plan could result in a significant cumulative net increase in criteria pollutant emissions.
- Implementation of the Station Area Plan could result in GHG emissions that would have a significant impact and cumulatively contribute to global climate change.

C. SUMMARY TABLE

Information in Table II-1, Summary of Impacts and Mitigation Measures, has been organized to correspond with environmental issues discussed in Chapter IV. The table is arranged in four columns: (1) impacts; (2) level of significance prior to mitigation; (3) mitigation measures; and (4) level of significance after mitigation. Levels of significance are categorized as follows:

SU = Significant and Unavoidable
S = Significant
LTS = Less Than Significant

For a complete description of potential impacts and recommended mitigation measures, please refer to the specific topical discussions in Chapter IV.

This page intentionally left blank.

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
A. LAND USE AND PLANNING POLICY			
There are no significant impacts to land use and planning policy.			
B. TRANSPORTATION AND CIRCULATION			
TRANS-1: The addition of PM peak hour trips to Sir Francis Drake Boulevard would conflict with Circulation Element Policy C in the City of Larkspur General Plan.	S	TRANS-1: The Draft Station Area Plan Implementation Chapter recommends a policy to amend the Larkspur General Plan to eliminate Circulation Element Policy C. Implementation of this policy would reduce this impact to less-than-significant levels. The City will be required to take this action prior to approval of individual projects within the Plan area.	LTS
TRANS-2: The addition of traffic associated with implementation of the Station Area Plan could increase the average delay during the AM and PM peak hours by more than 5 seconds at Intersection #3 Sir Francis Drake Boulevard/Eliseo Drive, which would operate at unacceptable LOS under Existing Plus Project Conditions.	S	TRANS-2: Add a short auxiliary lane to serve as a third eastbound through lane on Sir Francis Drake Boulevard approaching Eliseo Drive through to the U.S. 101 southbound on-ramp. This improvement would be consistent with recommendations in the County of Marin General Plan and TAM Resolution 10 from the September 26, 2013 Transportation Authority of Marin Board Meeting. However, Circulation Element Policy M of the Larkspur General Plan states that Intersection #3 currently operates at LOS E or F and that the City may have to accept this LOS as roadway expansion would be unacceptable to the community. This mitigation measure therefore conflicts with Larkspur General Plan Policy M. The Draft Station Area Plan Implementation Chapter recommends a policy to amend the Larkspur General Plan to eliminate Circulation Element Policy M. Implementing the short auxiliary lane on Sir Francis Drake Boulevard and amending the General Plan would reduce this impact to less-than-significant levels. The City will be required to take these actions prior to approval of individual projects within the Plan area.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-3: Implementation of the Station Area Plan would result in the addition of project traffic to westbound Sir Francis Drake Boulevard and would cause Intersection #6 Sir Francis Drake Boulevard/ Larkspur Landing Circle (West) to degrade from acceptable LOS D to unacceptable LOS E in the AM peak hour under Existing Plus Project Conditions. New project trips would worsen congestion on the westbound through movement at the U.S. 101 Northbound Ramps during the AM peak hour, which operates at LOS E under existing conditions, causing queues to back up to Larkspur Landing Circle (West) and increasing congestion at this intersection.	S	TRANS-3: Based on a determination of costs by the City, applicants for individual projects shall pay their fair share towards the addition of a third westbound through lane on Sir Francis Drake Boulevard at Larkspur Landing Circle West and to retime and optimize the traffic signals on Sir Francis Drake Boulevard at the U.S. 101 interchange to provide additional green time to the westbound approach at the U.S. 101 Northbound Ramps during the AM peak period. The funding for these improvements shall be balanced with regional transportation funding as appropriate. The additional westbound through lane could be constructed by repurposing the parking lane or removing portions of the median to create room for a third lane that extends back approximately 350 feet to the GGBHTD bus stop and pedestrian bridge. This additional lane would provide vehicle storage capacity to the westbound approach at Larkspur Landing Circle (West) and allow vehicles to position themselves to turn right into Larkspur Landing or onto the U.S. 101 northbound on-ramp. Adding the additional green time and capacity to westbound Sir Francis Drake Boulevard would reduce queues at the U.S. 101 Northbound Ramps such that they no longer inhibit operations at Intersection #6 Sir Francis Drake Boulevard/Larkspur Landing Circle (West). These mitigation measures were recommended previously in the traffic study and Mitigated Negative Declaration for the 2000 Larkspur Landing Circle mixed-use project and approved by the Larkspur City Council in 2005.[1] These measures would improve intersection operations to an acceptable LOS D in the AM peak hour. The City will be required to take these actions prior to approval of individual projects within the Plan area.	LTS

[1] *2000 Larkspur Landing Circle Traffic Impact Assessment and Parking Report* (Dowling Associates, 2003); City of Larkspur Ordinance Number 948, adopted by the Larkspur City Council on September 21, 2005.

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-4: Implementation of the Station Area Plan would result in the addition of project traffic that would increase the average delay during the AM and PM peak hours by more than 5 seconds at Intersection #8 Sir Francis Drake Boulevard/Andersen Drive, which would operate at unacceptable LOS under Existing Plus Project Conditions.	S	TRANS-4: Applicants for individual projects shall pay their fair share in coordination with other stakeholders including the City of San Rafael, County of Marin, and Caltrans towards a traffic signal or other means of improving the LOS at Intersection #8 Sir Francis Drake Boulevard/Andersen Drive. The San Rafael General Plan recommends a traffic signal at this location. Internal and External Circulation Linkages Program 13 (CL[13]), of the 1990 Larkspur General Plan notes that the City should encourage and cooperate with the appropriate jurisdictions to signalize this intersection. The project sponsor shall contribute a pro rata share to the improvement described in this measure or other improvements after consultation and a record of agreement or other legal instrument with other jurisdictions. As the feasibility of this improvement will require further study and coordination with other agencies for approval and is not under the sole jurisdiction of the City of Larkspur, this impact is considered significant and unavoidable.	SU
TRANS-5: The addition of Station Area Plan traffic would increase the average delay during the AM and PM peak hours by more than 5 seconds at Intersection #8 Sir Francis Drake Boulevard/Andersen Drive, which contributes to unacceptable intersection operations under Cumulative Plus Project Conditions.	S	TRANS-5: Implementation of Mitigation Measure TRANS-4 would reduce vehicle delay at this intersection to less than without the project. As the feasibility of this improvement will require further study and coordination with other agencies for approval, this impact is considered significant and unavoidable.	SU
TRANS-6: Implementation of the Station Area Plan would add traffic greater than 1 percent of the freeway segment capacity on the two segments of northbound U.S. 101 between Tamalpais Drive and Industrial Way, resulting in a significant project contribution under Cumulative Conditions.	S	TRANS-6: Widening of northbound U.S. 101 to from three to four mixed-flow lanes (in addition to one HOV lane) from the Tamalpais Drive to Sir Francis Drake Boulevard interchanges would expand roadway capacity from 7,700 to 9,900 vehicles per hour between Tamalpais Drive and Industrial Way and from 8,800 to 11,000 vehicles per hour north of Industrial Way, thus providing acceptable operations. However, this roadway improvement is neither planned nor funded and is under the jurisdiction of Caltrans. Therefore, this impact is considered significant and unavoidable.	SU

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-7: Project construction activities could interfere with circulation patterns.	S	TRANS-7: The City will require as a Condition of Approval that project applicants develop and submit construction management plans for City approval that specify measures that would reduce impacts to motor vehicle, bicycle, pedestrian, and transit circulation. Construction management plans shall include the following: • Location of construction staging areas for materials, equipment, and vehicles; • Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur; • Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation, and safety; and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project sponsors; • Provisions for removal of trash generated by project construction activity; • A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an on-site complaint manager; and • Provisions for pedestrian and bicycle circulation through the congestion zone. Project applicants shall implement construction management plans.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
C. AIR QUALITY			
AIR-1: Construction of development associated with implementation of the Station Area Plan could generate air pollutant emissions that could violate air quality standards.	S	AIR-1: Consistent with guidance from the BAAQMD, the City shall ensure that the following language is included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. • Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • A publicly visible sign shall be posted with the telephone number and person to contact at the City of Larkspur regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations. The above measures would reduce construction-period air pollutant emissions to a less-than-significant level.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
AIR-2: Implementation of the Station Area Plan could generate air pollutant emissions that would exceed the BAAQMD criteria and could substantially contribute to a violation of air quality standards.	S	AIR-2: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • All wood-burning devices, such as woodstoves and open hearth fire places, shall be prohibited in all residential units. Only natural gas fireplaces shall be permitted. With implementation of this mitigation measure, NO_x, PM_{10} and $PM_{2.5}$ emissions would be reduced to a less-than-significant level; ROG emissions would remain significant and unavoidable. Therefore, even with the prohibition of all wood burning in residential units, ROG emissions would exceed the BAAQMD's significance criterion, and this impact would remain significant and unavoidable.	SU
AIR-3: Implementation of the Station Area Plan could result in a significant cumulative net increase in criteria pollutant emissions.	S	AIR-3: Implement Mitigation Measures AIR-1 and AIR-2. While implementation of Mitigation Measure AIR-3 would reduce this impact, cumulative regional air quality impacts of the project would remain significant and unavoidable.	SU
AIR-4: Construction of new projects associated with implementation of the Station Area Plan could result in exposure of sensitive receptors to substantial pollutant concentrations.	S	AIR-4: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • For any development project that includes buildings within 1,000 feet of a residential dwelling unit, prior to issuing building permits, a construction health risk assessment shall be conducted to assess emissions from all construction equipment during that phase of construction. Equipment usage shall be modified as necessary to ensure that equipment use would not result in a carcinogenic health risk of more than 10 in 1 million, an increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient $PM_{2.5}$ increase greater than 0.3 $\mu g/m^3$.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
AIR-5: Implementation of the Station Area Plan could result in exposure of sensitive receptors to substantial pollutant concentrations.	S	AIR-5: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • As shown in Figure IV.C-2, residential units proposed within 500 feet of U.S. 101, Sir Francis Drake Boulevard and/or any of the stationary sources identified in Table IV.C-7 shall be evaluated for potential health risk exposure. The applicant for a residential project within the Plan area shall prepare a report using the latest BAAQMD permit data and roadway risk estimates to determine impacts to future residents. The report shall outline any measures that would be incorporated into the project necessary to reduce carcinogenic health risk of to less than 10 in 1 million, reduce the non-cancer risk of to less than 1.0 on the hazard index (chronic or acute), and ensure the annual average ambient $PM_{2.5}$ increase is less than 0.3 $\mu g/m^3$. Measures to reduce impacts could include upgrading air filtration systems of fresh air supply, tiered plantings of trees, and site design to increase distance from source to the receptor.	LTS
D. GLOBAL CLIMATE CHANGE			
GCC-1: Implementation of the Station Area Plan could result in GHG emissions that would have a significant impact and cumulatively contribute to global climate change.	S	GCC-1: To reduce GHG emissions associated with implementation of the Station Area Plan, the Plan shall include a vehicle trip cap and Transportation Demand Management (TDM) program to limit the increase in vehicle trips from the plan area to approximately 10 percent above the existing traffic generated by the site. The City shall monitor the program to measure traffic to ensure that traffic conditions are not worsened by development in the Plan area. Implementation of Mitigation Measure GCC-1would reduce vehicle emissions, however, the reduction in GHG emissions would not reduce impacts to a less-than-significant level. Therefore, this impact would be considered significant and unavoidable.	SU

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
E. NOISE			
NOISE-1: Development associated with implementation of the Station Area Plan could expose persons to noise levels from stationary noise sources that are in excess of normally acceptable land use compatibility standards.	S	NOISE-1: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • All proposed new development within the Plan area shall comply with the City's Municipal Code exterior noise limit standards as defined in Municipal Code 9.54.040 Exterior Noise Limits. In addition, the City shall require all proposed development of noise sensitive land uses within the Plan area, that would be exposed to average daily ambient noise levels in excess of the City's established normally acceptable standards for that land use, to submit an acoustical analysis prior to issuance of building permits. This analysis must be prepared by a qualified acoustical analyst and must specify noise insulation features to be incorporated into the project design that would reduce stationary noise impacts to meet the City's interior noise standard for such proposed land uses. Noise insulation features may include shielding to protect noise-sensitive outdoor activity areas or may include building sound insulation treatments such as sound-rated windows to protect interior spaces.	LTS
NOISE-2: Local traffic would generate long-term exterior noise exceeding normally acceptable levels (under the City's land use compatibility standards) within and in the vicinity of the Plan area and could expose sensitive land uses to unacceptable noise levels.	S	NOISE-2: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • All proposed new development of noise sensitive land uses within the Plan area, that would be exposed to average daily ambient noise levels in excess of the City's established normally acceptable standards for that land use, is required to submit an acoustical analysis prior to issuance of building permits. This analysis must be prepared by a qualified acoustical analyst and must specify noise insulation features to be incorporated into the project design that would reduce traffic noise impacts to meet the City's interior noise standard for such proposed land uses. Noise insulation features may include shielding to protect noise-sensitive outdoor activity areas or may include building sound insulation treatments such as sound-rated windows to protect interior spaces.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
NOISE-3: Construction activities associated with implementation of the Station Area Plan could create significant short-term vibration impacts on nearby sensitive land uses.	S	NOISE-3: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • In the event that pile driving would be required for any proposed project within the Plan area, all residents within 600 feet of the project site shall be notified of the schedule for its use a minimum of one week prior to its commencement. The contractor shall implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration, or the use of portable acoustical barriers) where feasible, in consideration of geotechnical and structural requirements and conditions. • The project contractor shall phase demolition, earth-moving, and ground-impacting operations so as not to occur in the same time period. Unlike noise, the total vibration levels produced could be significantly less when each vibration source operates separately. • The project contractor shall select demolition methods not involving impact, where possible (for example, milling generates lower vibration levels than excavation using clam shell or chisel drops). • The project contractor shall avoid using vibratory rollers and packers near sensitive areas whenever possible.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
NOISE-4: Construction activities associated with implementation of the Station Area Plan could create significant short-term noise impacts on nearby sensitive land uses.	S	NOISE-4: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • Construction contractors shall ensure that all powered construction equipment are equipped with intake and exhaust mufflers recommended by the manufacturers thereof. Pavement breakers and jackhammers shall also be equipped with acoustical attenuating shields or shrouds recommended by the manufacturers thereof. • Where feasible, construction contractors shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site. • Construction contractors shall, to the maximum extent practical, locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. • Construction contractors shall ensure that all noise producing construction activities, including warming-up or servicing equipment and any preparation for construction, shall be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays (excluding holidays), and between 9:00 a.m. and 5:00 p.m. on Saturdays, Sundays, and legal holidays.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
F. BIOLOGICAL RESOURCES			
BIO-1: Implementation of the Station Area Plan may result in the destruction of nests occupied by special-status bird species.	S	BIO-1: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • All proposed new development within the Plan area shall protect nesting birds by requiring pre-construction surveys prior to tree removal, ground disturbing, or construction activities on the site to locate and protect active nests on or immediately adjacent to the site. For example, pre-construction surveys shall be conducted no more than 14 days prior to the start of pruning, construction, or ground disturbing activities if the activities occur during the nesting season (February 1 to August 31). Pre-construction surveys shall be repeated at 14-day intervals until construction has been initiated in the area. Locations of active nests shall be described and protective measures implemented. Protective measures shall include establishment of clearly delineated (i.e., orange construction fencing) exclusion zones around each nest site as determined by a qualified wildlife biologist, taking into account the species of bird nesting on-site and their tolerance for disturbance. In general, exclusion zones shall be a minimum of 300 feet from the drip line of the nest tree or nest for raptors and 50 feet for passerines and other species. The active nest sites within an exclusion zone shall be monitored on a weekly basis throughout the nesting season to identify signs of disturbance. The radius of an exclusion zone may be increased by the project biologist if project activities are determined to be adversely affecting the nesting birds. Exclusion zones may be decreased by the project biologist only in consultation with CDFW. The protection measures shall remain in effect until the young have left the nest and are foraging independently or the nest is no longer active. A report shall be submitted to the City and CDFW at the end of the construction season documenting the observations made during monitoring.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-2: Implementation of the Station Area Plan may impact western pond turtle or pond turtle habitat in the Plan area.	S	BIO-2: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • Pre-construction surveys for the western pond turtle shall be conducted in areas of suitable upland and/or aquatic habitat that is within 300 feet of Corte Madera Creek, Tubb Lake, Remillard Park, or other freshwater/brackish marsh in the Plan area. The survey shall be conducted immediately prior to ground disturbance to ensure that no turtles are in the construction area. If turtles are observed in the construction area, they shall be relocated to suitable habitat outside the construction zone prior to initiation of construction activities. All relocations will be made by a biologist qualified to handle turtles and with approval of the CDFW. • All construction activities within channels, lakes, ponds, and marshes within the Plan area shall be conducted during the period when pond turtles are active (May through September). Turtles are expected to be more easily observed during this period and able to escape construction activities that may pose a risk of mortality.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-3: Implementation of the Station Area Plan may result in impacts to special-status plants.	S	BIO-3: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • Prior to ground disturbance, focused surveys for special-status plants shall be conducted in the development areas of the Plan area according to the CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Plant Populations and Natural Communities*. Plant surveys shall be conducted throughout the blooming period of those species for which suitable habitat is present. The number of surveys to be conducted shall be determined by a qualified biologist following the CDFW protocol. If populations/ stands of a special-status species are identified during the surveys and impacts are unavoidable, compensatory mitigation shall be implemented in one of the following ways: (1) establishment of an off-site mitigation area that supports the species being impacted; (2) purchase of credits in a mitigation bank that is approved to sell credits for the impacted species; or (3) relocation of the affected plants and/or collection and planting of seed of the impacted plants to a location that will be preserved in perpetuity and protected from future development. The location of the mitigation sites shall be determined in consultation with, and subject to approval of USFWS and/or CDFW (depending on the federal and/or State status of the plants). Compensatory mitigation shall be acquired at a minimum ratio of 3:1 (acquired:impacted) based on acreage of occupied habitat impacted (i.e., if one acre of occupied habitat is impacted, three acres of occupied habitat will be acquired) or the number of individual plants impacted (i.e., if a population of a 100 plants is impacted, a population of 300 plants must be reestablished at a mitigation site by the end of five years). Implementation of off-site mitigation shall include provisions for the long-term protection of the species through establishment of a conservation easement on the on the mitigation site and an endowment for the maintenance, monitoring, and long-term of management of the site. The amount of the endowment shall be determined by the City and appropriate resource agencies.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-4: Implementation of the Station Area Plan may impact special-status tidal marsh animal species.	S	BIO-4: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • Ground disturbing activities within upland habitat in the vicinity of the tidal marsh shall be conducted only when high tides are not at their winter or summer extremes, to reduce the likelihood that tidal marsh rails and salt marsh harvest mice will be present in the construction footprint. Ground disturbance shall be avoided during the highest tides of June–July and December–January (± one week each month). • To avoid potential disturbance to nesting tidal marsh rails, construction shall be conducted during the non-breeding season (September 1 through January 31), unless current surveys indicate that marsh habitat within 100 feet of the construction footprint is not part of an active rail breeding territory. Such surveys must be conducted in accordance with a project-specific survey methodology prepared in accordance with the USFWS and CDFW protocols.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-4 *Continued*		• No work shall be permitted within suitable habitat for salt marsh harvest mice (i.e., tidal marsh/mudflat and adjacent ruderal/non-native annual grassland) without the appropriate authorization from the USFWS and CDFW. Prior to ground disturbance within suitable salt marsh harvest mouse habitat, a qualified biologist experienced with salt marsh harvest mouse exclusion procedures shall prepare a site-specific salt marsh harvest mouse avoidance plan. The plan will be subject to approval by USFWS and CDFW and be consistent with the Biological Opinion and Incidental Take Permit issued by the USFWS and CDFW, respectively, for the project. At a minimum, the plan shall include: (1) installation of a barrier fencing around the entire portion of the work area that is within 100 feet of the edge of the marsh to exclude salt marsh harvest mouse from the work area; (2) clearing of all vegetation using hand-tools within the fenced work area prior to the initiation of construction activities; and (3) relocation to the marsh of any salt marsh harvest mouse found during vegetation removal (relocation must be approved by USFWS and CDFW prior to initiation of construction activities). Construction work shall start as soon as possible (and no longer than 3 days) after vegetation has been cleared. All exclusion measures and initial ground disturbance activities shall be monitored by a qualified biologist who is approved by the USFWS and CDFW to implement protection measures for salt marsh harvest mouse.	

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-4 *Continued*		• To protect sensitive habitats during construction activities, a permanent fence shall be constructed outside of the marsh along the southern edge of the Larkspur Ferry Terminal parking area to restrict access of humans and dogs into the tidal marsh/mudflat habitat. A qualified biologist shall provide advice regarding the location and design of the fence, and BCDC and the City shall approve fence design, dimensions and location. The upland habitat on the project site should be landscaped with native shrub species characteristic of the upper marsh zone such as gumplant, saltgrass, and/or coyote brush to buffer the tidal marsh from activity on the parking area and provide rails and other marsh birds with shelter during extreme high tides. Such vegetation (e.g., gumplant) could also provide potential nesting habitat for various species of birds inhabiting the marsh. • If any development occurs within the existing Larkspur Ferry Terminal parcel, the City shall require building design features to reduce predators and lighting that would impact tidal marsh species. Such design features may include anti-predator perching devices or building designs to discourage predatory birds from nesting or perching in proximity to the marsh and lights that are shielded and focused away from the marsh and sensitive habitat areas.	

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-5: Invasive plants introduced to the Station Area Plan area may invade the native riparian woodland and tidal marsh mudflat/mudflat and displace native habitat.	S	BIO-5: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • Species listed in California Invasive Plant Council's *Invasive Plant Inventory* shall be prohibited from being planted in the Plan area. Plant palettes for individual projects shall be reviewed by a biologist to ensure that the prohibited species are not included in the landscaping plans. • During construction activities, the following measures shall be implemented to the extent feasible to reduce the spread of invasive plants: o Avoid vehicle travel through weed-infested areas. o Avoid the disturbance of soil and vegetation to the extent feasible during construction activities. o Use only certified weed-free erosion control materials and native seed mixes.	LTS
BIO-6: Implementation of the Station Area Plan could impact up to approximately 5 acres of riparian woodland in the Plan area.	S	BIO-6: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • A Lake and Streambed Alteration Permit shall be obtained from the CDFW prior to the removal or damage of any riparian trees, shrubs, or other vegetation within CDFW jurisdiction (bed or bank of the lake, pond, river creek, or drainage and the riparian vegetation associated with these features).	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-6 *Continued*		• A tree survey shall be conducted within any portion of the riparian woodland that may be impacted by development. Riparian trees and shrubs removed or otherwise permanently impacted (i.e., limbs or trunk severely pruned or roots cut, trenches cut through root zone) as result of implementation of the Station Area Plan shall be replaced either onsite or at an off-site, public open space mitigation area (i.e., park or open space). Riparian trees and shrubs will be replaced at a 3:1 ratio (replaced: impacted). Replacement plant material will be of native, local stock. An endowment or other secure funding source will be established for the long-term maintenance and monitoring of the replacement trees. • Trees to be avoided or retained shall be enclosed in a tree protection zone (TPZ) to prevent direct damage to the trees and their growing environment during the construction process. A TPZ fence shall be established around the trees at a distance no less than 5 feet outside the dripline. In no case shall the TPZ fence be less than 10 feet from the trunk of the tree. The fencing shall be installed before site preparation, construction activities, or tree trimming begins and shall consist of blaze orange barrier fencing supported by metal "T rail" fence posts. • Heavy machinery shall not be allowed to operate or park within the Tree Protection Zone, nor shall any excess soil, chemicals, debris, equipment or other materials be dumped or stored within the TPZ or upslope of the protected trees. If it is necessary for heavy machinery to operate within the dripline of the preserved protected trees, then measures to reduce compaction of the soil within the dripline shall be employed as directed by a qualified arborist.	

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-7: Implementation of the Station Area Plan may impact waters of the United States and/or waters of the State within the Plan area.	S	BIO-7: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • For all activities within jurisdictional waters, the applicant shall obtain the appropriate permits from the regulatory agencies (Corps, RWQCB, CDFW, and BCDC). Each activity in jurisdictional areas will likely require a Section 404 Corps permit and Section 401 water quality certification from the Water Board. Creek restoration activities may also require a CDFW Lake or Streambed Alteration Agreement, depending on site-specific conditions. • Impacts to jurisdictional wetlands shall be mitigated at a minimum replacement ratio of 1:1 (i.e., one acre created [and preserved] for every acre impacted). Replacement habitat will be of the same type (i.e., marsh, channel, seasonal wetland) as the area impacted unless it can be shown that a different habitat type would provide greater value. Mitigation features should be created in the same general area as the original impact. Off-site mitigation may be approved by the City if the amount of required replacement habitat exceeds that which is available in the vicinity of the impact site. A wetland mitigation and monitoring plan (MMP) shall be developed for each mitigation site, detailing the mitigation design, wetland planting design, adaptive management, maintenance and monitoring requirements, reporting requirements, and success criteria for the created wetland(s). An endowment or other assured funding mechanism in an amount to be determined by the permitting agencies will be provided by the project applicant for the long-term maintenance, management, and monitoring of the wetland mitigation area.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-7 *Continued*		As an alternative to establishing an on- or off-site mitigation area, the project applicant may purchase mitigation credits at an agency approved mitigation bank that includes the project site in its service area. Credits equivalent to the mitigation acreage requirement for a mitigation site will be purchased and proof of purchase of the credits will be provided to the City prior to issuance of a building permit. Credits will be for the same type of wetland that is impacted. A mitigation and monitoring plan and endowment will not be required if credits are purchased at a bank to fully cover the mitigation requirement.	
BIO-8: Implementation of the Station Area Plan could impact bird nests that are protected under the MBTA and California Fish and Game Code.	S	BIO-8: Implement Mitigation Measure BIO-1 to avoid impacts to nesting birds.	LTS
BIO-9: Implementation of the Station Area Plan may result in the loss of foraging and roosting habitat for the pallid bat and other special-status bat species and may result in injury or mortality to these species and their offspring.	S	BIO-9: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • Pre-construction surveys for bat roosts shall be required for all buildings or trees that will be removed or modified within the Plan area. The survey shall take place no more than 30 days prior to construction/demolition/removal activities. Preconstruction surveys shall be repeated if demolition or construction activities are delayed more than 30 days. • If a bat roost is found in a building or tree cavity, the species of bat using the roost shall be identified and methods to encourage the bats to leave the roost or to prevent them from returning to the roost shall be implemented prior to roost removal. A mitigation plan shall be developed by a biologist experienced in working with bats to specify the methods to be used and the timing of the activities. The mitigation plan shall be submitted to the City and CDFW for approval.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-9 *Continued*		• Materials from roost sites shall be salvaged, when feasible, to be used in the construction of artificial roosts. • If special-status bats are found on-site, and the roost would be destroyed during development, a replacement roost shall be provided for the bats. The replacement roost shall be constructed and placed on-site prior to removal of the original roost. A mitigation plan specifying the construction details and siting of the replacement roost, performance standards, type of monitoring and maintenance required, remedial actions if the bats were not to use the replacement roost, and annual reports shall be prepared and approved by the City and CDFW prior to removal of the existing roost. If bats do not use the replacement roost, a different type of replacement roost shall be constructed or the replacement roost shall be moved to a different location. The project sponsor shall provide a secure source of funding for the monitoring of the replacement roost, including any relocated or rebuilt replacement, roosts for a period of at least five years to determine whether the bats used the replacement roost. The roost and roost site will be secured as wildlife habitat in perpetuity through placement of a conservation easement on the mitigation site where the roost is constructed. An endowment in an amount to be determined in consultation with CDFW will also be provided for the long-term maintenance and monitoring of the roost site. A report documenting the implementation of the plan shall be provided to the City within one month of completion of the replacement roost. The plan shall be completed and implemented prior to the issuance of the grading permit.	

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-9 *Continued*		If placement of the roost on the site is not feasible, the replacement roost may be constructed at an offsite location in the Larkspur area. The off-site mitigation site shall be placed in a conservation easement and an endowment shall be provided for the long-term maintenance and monitoring of the roost. The off-site mitigation site must be approved by CDFW. Conservation easements established for preservation of plant and animal habitat will be in favor of the CDFW or another qualified conservation organization that can legally hold conservation easements. The conservation easement shall be recorded within 6 months of acceptance of the mitigation and monitoring plan by the CDFW. • Removal of maternity roosts for special-status bats shall be coordinated with CDFW prior to removal. Maternity roosts for any species of bat, either common or special-status, shall not be demolished until the young are able to fly independently of their mothers.	
BIO-10: New buildings developed as part of implementation of the Station Area Plan could result in bird collisions.	S	BIO-10: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • Bird-safe design practices shall be incorporated into the building designs to the degree feasible, as determined by Community Development Department director. Design elements such as building facades that create "visual noise" via cladding, or other design features that make it easier for birds to identify buildings and not mistake windows for open sky or trees, and windows that are not clear or reflective shall be incorporated into the building designs. Examples of suitable materials include windows that incorporate glass types such as UV-A or fritted glass and windows that incorporate UV-absorbing and UV-reflecting stripe and grid patterns in locations with the highest potential for bird-window collisions (e.g., lower levels near trees).	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-11: Implementation of the Station Area Plan may result in the removal of trees that are protected under the City of Larkspur's Tree Protection Ordinance.	S	BIO-11: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • A tree survey shall be required prior to development by a certified arborist to identify trees protected by the City ordinance. Protected trees shall be avoided to the maximum practicable extent. Protected trees that are removed or damaged during project construction shall be replaced at a minimum 1:1 ratio (replaced: impacted) or according to the terms of the permit issued by the City, whichever is greater.	LTS
G. GEOLOGY, SOILS, AND SEISMICITY			
GEO-1: Implementation of the Station Area Plan could result in substantial risk related to geologic or seismic hazards.	S	GEO-1: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • Prior to the issuance of any grading or construction permits for development projects under the Plan, a design-level geotechnical investigation shall be prepared by a licensed professional and will be included in permit applications to the City Building Department for review and approval. The investigation shall determine the development's geotechnical conditions, including seismic shaking hazard and measures to address these hazards. In addition, the following guidance for the design-level geotechnical investigation shall be addressed: o Analysis presented in the geotechnical investigation shall conform to the California Division of Mines and Geology recommendations presented in the Guidelines for Evaluating Seismic Hazards in California. Briefly, the guidelines recommend that the investigation include: a site screening evaluation; evaluation of on- and off-site geologic hazards; quantitative evaluation of hazard potential; detailed field investigation; estimation of ground-motion parameters; evaluation of landslide, liquefaction, lateral-spreading and ground-displacement hazards; and recommendations to reduce identified hazards.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
GEO-1 *Continued*		o Design review for the project shall include evaluation of fixtures, furnishings, and fasteners with the intent of minimizing collateral injuries to building occupants from falling fixtures or furnishings during the course of a violent seismic event. o The investigation shall describe the proposed project's geotechnical conditions and address potential geohazards, including subsidence, collapse, soil expansion, corrosion, and differential settlement. The investigation shall identify engineering techniques appropriate to minimize potential geohazard damage. All design measures, recommendations, design criteria, and specifications set forth in the design-level geotechnical investigation shall be implemented as a condition of permit approval.	
H. HYDROLOGY AND WATER QUALITY			
HYDRO-1: Implementation of the Station Area Plan could result in substantial risk related to exacerbated flooding hazards as a result of predicted sea level rise.	S	HYDRO-1: The City shall amend the General Plan to include the following policy in the Health and Safety Element: Development projects within a mapped flood hazard zone shall incorporate measures to protect future residents and users from exacerbation of flood hazards due to sea level rise. This shall include certification by a professional engineer or architect that floor elevations and other building requirements for construction in a flood hazard zone shall remain protective of persons and property in the event of a 55-inch sea level rise.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
I. HAZARDS AND HAZARDOUS MATERIALS			
HAZ-1: Implementation of the Station Area Plan could result in an impact to human health and/or the environment related to hazardous materials present in soil, groundwater, and building materials within the Plan area.	S	HAZ-1: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • A Phase I Environmental Site Assessment (ESA) shall be prepared to American Society for Testing and Materials (ASTM) standards for development and redevelopment projects conducted under the Station Area Plan. If the Phase I identifies the potential for soil or groundwater contamination to be present at the site, a Phase II ESA shall be prepared by a qualified environmental professional. If contamination is identified during Phase I and II investigations, projects undertaken under the Plan shall incorporate any necessary measures to ensure that any potential added health risks to construction workers, maintenance and utility workers, site users, and the general public as a result of hazardous materials are reduced to a cumulative risk of less than 1 x10-6 (one in one million) for carcinogens and a cumulative hazard index of 1.0 for non-carcinogens, or as otherwise required by a regulatory oversight agency. The risk evaluation and any required response actions would be a condition of approval for construction, demolition, or grading permits and would be subject to review and/or approval by regulatory oversight agencies. These agencies could also require additional site investigation to more fully delineate the extent of contaminants of concern at the site. If extensive on-site excavation and/or soil off-haul is determined to be the appropriate response action, additional CEQA review may be required to evaluate potential impacts for the response related to air quality, noise, and traffic.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HAZ-1 *Continued*		• Hazardous building materials surveys shall be conducted by a qualified and licensed professional for all structures, not previously inspected or abated, proposed for demolition or renovation as part of a project associated with the Station Area Plan. All loose and peeling lead-based paint and ACM shall be abated by certified contractor(s) in accordance with local, State, and federal requirements. All other hazardous materials, such as "universal wastes," shall be removed from buildings prior to demolition in accordance with DOSH regulations. The completion of the abatement activities shall be documented by a qualified environmental professional(s) and submitted to the City for review with applications for issuance of construction and demolition permits.	
J. CULTURAL RESOURCES			
CULT-1: Ground-disturbing activities associated with new development and redevelopment allowed under the Station Area Plan could adversely affect significant paleontological deposits.	S	CULT-1: The following language shall be included as a Condition of Approval for projects associated with implementation of the Station Area Plan: • If paleontological resources are encountered during project subsurface construction, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any paleontological materials. Paleontological resources include fossil plants and animals, and trace fossil evidence of past life such as tracks. Ancient marine sediments may contain invertebrate fossils such as snails, clam, and oyster shells; sponges; and protozoa; and vertebrate fossils such as fish, whale, and sea lion bones. Vertebrate land mammals may include bones of mammoth, camel, saber tooth cat, horse, and bison. Paleontological resources also include plant imprints, petrified wood, and animal tracks.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
CULT-2: Ground-disturbing activities associated with new development and redevelopment allowed under the Station Area Plan could adversely affect archaeological resources.	S	CULT-2: The following language shall be included as a Condition of Approval for projects associated with implementation of the Station Area Plan: • If deposits of prehistoric or historical archaeological materials are encountered during project activities, all work within 25 feet of the discovery should be redirected and a qualified archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel should not collect or move any archaeological materials. Archaeological materials can include flaked-stone tools (e.g., projectile points, knives, and choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, bones, and other cultural materials); and stone-milling equipment (e.g., mortars, pestles, and handstones). Prehistoric archaeological sites often contain human remains. Historical materials can include wood, stone, concrete, or adobe footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse.	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
CULT-2 *Continued*		• In the event that archaeological deposits are encountered during implementation of the Station Area Plan, it is recommended that adverse effects be avoided by project activities. If such deposits cannot be avoided, they should be evaluated for their California Register of Historical Resources eligibility. If the deposit is not eligible, a determination shall be made as to whether it qualifies as a "unique archaeological resource" under CEQA. If the deposit is neither an historical nor unique archaeological resource, avoidance is not necessary. If the deposit is eligible to the California Register, or is a unique archaeological resource, it will need to be avoided by adverse effects or such effects must be mitigated. Adverse effects will be mitigated through the implementation of a treatment plan developed in consultation with the City. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparation of a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. The report shall be submitted to the City for review and the Northwest Information Center at Sonoma State University. • If prehistoric archaeological deposits are identified, the City shall consult with FIGR regarding preparation of a Treatment Plan. • The City shall consult with the Federated Indians of Graton Rancheria (FIGR) prior to development of projects associated with implementation of the Station Area Plan regarding preparation and execution of a Treatment Plan. The Treatment Plan will identify procedures for the use of tribal monitors, and the appropriate treatment of Native American cultural materials and human remains identified during implementation of the Station Area Plan.	

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
K. PUBLIC SERVICES			
PS-1: Implementation of the Station Area Plan could result in the need for additional firefighting equipment and personnel in order to meet the potential new demand generated by development within the Plan area.	S	PS-1: The City of Larkspur shall identify and implement a formula, which identifies a project applicant's fair share contribution towards station retrofits, staffing, or the purchase of additional firefighting equipment and vehicles in order to serve the additional fire protection services demand generated by new development. The City shall also identify an implementation plan and budget for use of the funds prior to implementing the formula. Payment into this fund shall be a condition of development approval.	LTS
L. UTILITIES AND INFRASTRUCTURE			
UTIL-1: Existing water supply available to the City of Larkspur may not be adequate to accommodate full implementation of the Station Area Plan.	S	UTIL-1: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • Until the Marin Municipal Water District (MMWD) updates their Urban Water Management Plan (UWMP) to account for water demands associated with the implementation of the Station Area Plan, and as a condition of approval, the City shall require all new development within the Plan area to confirm with the MMWD that adequate water to serve the project is available within current water allocations. This written confirmation of available water supply shall be provided prior to approval of any proposed development project.	LTS
UTIL-2: Implementation of the Station Area Plan could require replacement or expansion of existing wastewater infrastructure.	S	UTIL-2: The following language shall be included as a Condition of Approval for new projects associated with implementation of the Station Area Plan: • As private properties within the Plan area are developed, project-specific capacity and condition analyses of applicable wastewater facilities on and adjacent to the project sites shall be performed to identify any impacts to the wastewater system. The project applicants shall be responsible for any required modifications to impacted facilities identified in the analyses.	LTS

Source: LSA Associates, Inc., 2014.

This page intentionally left blank.